NEPA/CEQA RE-VALIDATION FORM

DIST./CO./RTE.	04-SON-101
PM/PM	25.0/27.0
E.A. or Fed-Aid Project No.	3A2301
Other Project No. (specify)	Parent Project: *0A1000*
PROJECT TITLE	Airport/Fulton I/C Project
ENVIRONMENTAL APPROVAL TYPE	EIR/EA
DATE APPROVED	12-29-03
REASON FOR CONSULTATION (23 CFR 771.129)	*Check reason for consultation:* ☐ *Project proceeding to next major federal approval* ☒ *Change in scope, setting, effects, mitigation measures, requirements* ☐ *3-year timeline (EIS only)*
DESCRIPTION OF CHANGED CONDITIONS	*The Fulton Ave. and Aiport Blvd. interchanges on SON-101 have been consolidated into a single Airport Blvd. Interchange, in order to improve highway operations through reduced weaving.*

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: [*Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]*

☐ **The original environmental document or CE remains valid. No further documentation will be prepared.**

☒ **The original environmental document or CE is in need of updating; further documentation has been prepared and ☒ is included on the continuation sheet(s) or ☒ is attached.**

No Additional public review is warranted (23 CFR 771.111(h)(3))

☐ **The original document or CE is no longer valid.**

YesAdditional public review is warranted (23 CFR 771.111(h)(3))

YesSupplemental environmental document is needed.

YesNew environmental document is needed. (If "Yes," specify type: _____)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Signature: Environmental Branch Chief — May 20 2010 — Date — Signature: Project Manager/DLAE — 5/25/10 — Date

CEQA CONCLUSION : *(Only mandated for projects on the State Highway System.)*

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: *(Check ONE of the four statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets.)*

☐ **Original document remains valid. No further documentation is necessary.**

☒ **Only minor technical changes or additions to the previous document are necessary. An addendum has been ☒ prepared and is ☒ included on the continuation sheets and as attachments. It need not be circulated for public review. *(CEQA Guidelines, §15164)***

☐ **Changes are substantial, but only minor additions or changes are necessary to make the previous document adequate. A Supplemental environmental document will be prepared, and it will be circulated for public review. *(CEQA Guidelines, §15163)***

☐ **Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. *(CEQA Guidelines, §15162)***
(Specify type of subsequent document, e.g., Subsequent FEIR:) ____

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

Signature: Environmental Branch Chief — May 20, 2010 — Date — Signature: Project Manager — 5/20/10 — Date

ATTACHMENT A

NEPA/CEQA RE-VALIDATION FORM
CONTINUATION SHEET(S)

Address only substantial changes or substantial new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes in project design, e.g., substantial scope change; a new alternative; change in project alignment

- Original scope did not include replacing Airport Boulevard Overcrossing. Current scope removes existing Airport Boulevard Overcrossing and constructs a new five-lane overcrossing bridge structure.
    - The existing Airport Boulevard Overcrossing will be replaced with a new bridge structure. It is proposed that the new bridge be built as a Cast-in-place Reinforced Concrete Box Girder type bridge. Furthermore, it is proposed that the bridge will be approximately 310 feet long and 80 feet wide. It will be wide enough to carry five traffic lanes, two shoulders wide enough for Class II bike lanes, and one five-foot sidewalk. The bridge will be a two-span bridge with a set of four columns to be located in the median of Route 101. The bridge columns will each be 5 feet in diameter and will be placed on top of sub-surface foundations over driven piles. The existing bridge will be open to traffic during construction of the proposed bridge. The existing bridge will be demolished after traffic is switched to the new bridge.
- Original scope performed minimal local street improvements to Airport Boulevard, mostly "replacement in kind" features. Current scope improves Airport Boulevard in a manner consistent with recent developments along the street.
- Original scope maintained the NB off ramp and the SB on ramp loop to/from Fulton Road. The current scope calls for complete removal of all Fulton Road ramps.
- Original scope called for a collector-distributor (C-D) road to provide access to Fulton Road from SB 101. The current scope does not include the C-D road.
- The SB off ramp to Airport in the original scope stayed within the existing State R/W. The revised SB off ramp to Airport requires additional R/W in the NW quadrant of the Airport I/C due to the introduction of a SB loop on-ramp in the current scope.
    - The existing bridge will be widened with a Cast-in-place Reinforced Concrete Slab type bridge, to match the existing bridge type. The widened section will utilize the same pile and curtain wall supports that the existing bridge uses. The widened section of the bridge will be approximately 150 feet long and vary between 30 and 15 feet in width. It will be wide enough to carry one on ramp traffic lane plus any area needed for the ramp metering lane taper, two shoulders and a portion of the gore area of the on ramp. The bridge is proposed to be a five-span bridge supported by four bents in the creek. Each bent in the widened section will simply extend the bents of the existing bridge with a series of two to three 16-inch driven concrete piles connected with curtain walls in between. The bents roughly parallel the direction of flow in the creek. The total number of piles will be ten.
- The reconfigured Airport I/C SB ramps in the original scope had a "tight diamond" configuration. In the current scope, the SB ramps maintain the configuration of the

existing condition, except for minor realignment and the addition of the SB loop on ramp.

- The NB onramp from Airport in the original scope stayed within the existing State R/W. The revised NB onramp from Airport has been revised in order to provide a standard skew angle at the intersection of Airport Boulevard and the NB ramps. A retaining wall will be built to minimize R/W and environmental impacts.
  - The proposed new northbound off ramp to Airport Boulevard will require a new bridge over Mark West Creek. It is proposed that this bridge will be a Cast-in-place Reinforced Concrete Slab type bridge. The new bridge will be approximately 133 feet long and 40 feet wide. It will be wide enough to carry two traffic lanes plus shoulders. The bridge is proposed to be a three-span bridge supported by two bents containing a series of 16-inch driven concrete piles. Each series of piles, totaling 9 per bent, will be placed in a line paralleling the flow line of the creek. The three-span bridge will have two bents, thus the total number of piles needed will be 18 piles.
  - The retaining wall will be located in the northeast quadrant of the Airport Boulevard. The wall starts at the northerly edge of Airport Boulevard where the widened Airport Boulevard street begins to go on an upward grade. At the intersection with Airport Boulevard and the northbound ramps, the wall continues along the northbound on-ramp until the ramp grade drops to the original ground. The wall height will vary from 0 to 15 feet.

Changes in environmental setting, e.g., new development affecting traffic or air quality;

- Although it was not built at the time, the originally scoped SB on ramp from Airport Boulevard would have impacted a housing development in the SW quadrant of the Airport I/C. In the current scope, the realigned SB on ramp avoids impacts to the housing development in the SW quadrant of the Airport I/C, and only requires a smaller amount of R/W from an adjacent vineyard.

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

N/A

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

- The original scope took no farmland for transportation purposes. The current scope uses 2.2 acres of farmland (0.8 acres of prime, 1.4 acres of local and statewide importance), scoring 96 on the California Storie Index. This is 0.0000041% of the total farmland in Sonoma County; the effect on farmland resources in total is considered minimal.
- The removal of ramps at Fulton Road is considered a positive visual change from the previous scope, due to the removal of pavement and the opportunity to revegetate those areas.
- The inclusion of a new retaining wall at the NB onramp is considered a negative visual change, due to the change in character it creates, but the effect is small due to the small number of viewers affected by the retaining wall and minimization measures (aesthetic treatment of the wall) employed.
- The revised NB onramp from Airport requires additional R/W in the NE quadrant of the

Airport I/C in order to provide a standard skew angle at the intersection of Airport Boulevard and the NB ramps. The revised SB off ramp to Airport requires additional R/W in the NW quadrant of the Airport I/C due to the introduction of a SB loop on-ramp in the current scope. The project will additionally use a small amount of additional area of wetlands and riparian habitat at Mark West Creek due to the redesign of the bridges.

- The revised ramp configuration will have different noise impacts from the original configuration. The noise study technical memo and NADR (attached) indicate that soundwalls in two locations would be feasible, but not cost-effective.
- The revised ramp configuration will increase the area's impermeable surface by more than an acre.
- The revised ramp configuration has increased the affected area within California tiger salamander (CTS) dispersal habitat from 17.67 acres to 22.62 acres.
- Both the proposed NB 101 offramp to Airport Blvd. and the eastbound Airport Blvd. to SB US-101 will require fill within the limits of the Mark West Creek floodplain.

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

- The new retaining wall at the NB onramp will receive aesthetic treatment.
- Small amounts of additional compensatory mitigation will be required for biological resources under the jurisdiction of the US Army Corps of Engineers, The National Marine Fisheries Service, the California Department and Fish and Game, and the Regional Water Quality Control Board, due to bridge design changes at Mark West Creek.
- The project's potential for additional impacts to water quality will necessitate implementation of a Storm Water Pollution Prevention Program and inclusion of surface water treatment features such as biostrips. Caltrans will consult with the Regional Water Quality Control Board on the need for additional stormwater treatment, as part of the 401 permitting process.
- Compensation for loss of CTS dispersal habitat (compensated at 0.2:1 as per Reinitiation agreement with US Fish and Wildlife Service) has increased by 0.99 acres to 4.52 acres.
- Caltrans will minimize any increase in the Mark West Creek floodplain, generally by regrading or removing material. Specific ways in which this may be done may include the grading of new channels, the regrading of the area within the existing Airport Blvd. loop on-ramp to northbound Route 101, and by increasing hydraulic capacity across US-101 in the area south of Mark West Creek, between US-101 and Fulton Ave. Any additional flow across US-101 will be metered to downstream facilities to avoid adverse effects.

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

Available when permits are revised

Attachments:

Previous revalidation (for geotechnical boring)
Public meeting documentation
Visual Impact Assessment
Hazardous Waste Branch memorandum
Farmland Conversion Impact Rating
Section 106 Reassessment
Hydraulics Branch memorandum
Office of Biological Sciences and Permits memorandum
Reinitiation of Biological Opinion
Traffic Noise Impact Analysis
Noise Abatement Decision Report
Selective Traffic Operation Study
Selected correspondence

NEPA/CEQA RE-VALIDATION FORM

DIST./CO./RTE.	04-SON-101
PM/PM	21.7/29.3
E.A. or Fed-Aid Project No.	0A100
Other Project No. (specify)	3A2300 (Airport/Fulton IC)
PROJECT TITLE	Geotechnical Boring for Airport/Fulton IC (Child project of Highway 101 HOV Widening and Improvement Project from Steele Lane to Windsor River Road)
ENVIRONMENTAL APPROVAL TYPE	EA (NEPA) FEIR (CEQA)
DATE APPROVED	10-24-07
REASON FOR CONSULTATION (23 CFR 771.129)	*Check reason for consultation:* ☐ *Project proceeding to next major federal approval* ☒ *Change in scope, setting, effects, mitigation measures, requirements* ☐ *3-year timeline (EIS only)*
DESCRIPTION OF CHANGED CONDITIONS	*Geotechnical boring for bridge structure construction is proposed within the previous environmental footprint and Cultural APE of the parent project.*

NEPA CONCLUSION - VALIDITY

Based on an examination of the changed conditions and supporting information: *[Check ONE of the three statements below, regarding the validity of the original document/determination (23 CFR 771.129). If document is no longer valid, indicate whether additional public review is warranted and whether the type of environmental document will be elevated.]*

☒ The original environmental document or CE remains valid. No further documentation will be prepared.

☐ The original environmental document or CE is in need of updating; further documentation has been prepared and ☐ is included on the continuation sheet(s) or ☐ is attached.

Yes Additional public review is warranted (23 CFR 771.111(h)(3))

☐ The original document or CE is no longer valid.

YesAdditional public review is warranted (23 CFR 771.111(h)(3))

YesSupplemental environmental document is needed.

YesNew environmental document is needed. (If "Yes," specify type: _____)

CONCURRENCE WITH NEPA CONCLUSION

I concur with the NEPA conclusion above.

Valerie Hen 8/20/09 — Signature: Environmental Branch Chief — Date

for Ray Contreras 8/10/09 — Signature: Project Manager/DLAE — Date

CEQA CONCLUSION : *(Only mandated for projects on the State Highway System.)*

Based on an examination of the changed conditions and supporting information, the following conclusion has been reached regarding appropriate CEQA documentation: *(Check ONE of the four statements below, indicating whether any additional documentation will be prepared, and if so, what kind. If additional documentation is prepared, attach a copy of this signed form and any continuation sheets:)*

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☐ Changes are substantial, and major revisions to the current document are necessary. A Subsequent environmental document will be prepared, and it will be circulated for public review. *(CEQA Guidelines, §15162)*
(Specify type of subsequent document, e.g., Subsequent FEIR:)

_____

CONCURRENCE WITH CEQA CONCLUSION

I concur with the CEQA conclusion above.

Valerie Hen 8/20/09 — Signature: Environmental Branch Chief — Date

for Ray Contreras 8/10/09 — Signature: Project Manager — Date

CONTINUATION SHEET(S)

Address only substantial changes or substantial new information since approval of the original document and only those areas that are applicable. Use the list below as section headings as they apply to the project change(s). Use as much or as little space as needed to adequately address the project change(s) and the associated impacts, minimization, avoidance and/or mitigation measures, if any.

Changes in project design, e.g., substantial scope change; a new alternative; change in project alignment

Caltrans Geotechnical Design will conduct seven test borings at Airport Boulevard OC in unincorporated Sonoma County, four on the northbound side of SON 101 and three on the southbound side. Two will be in the dewatered/diverted portion of the bed of Mark West Creek, to be conducted during the dry season. Both locations of these are within the footprint of the parent project. An access ramp for equipment will also be constructed, largely on rocky portions of the creek bank. The rotary-wash drilling method will be used for all borings. A soil sampler will be drilled into the subsurface to collect soil samples. Drilling fluid will be circulated to facilitate drilling. After the drilling, the drilling fluid will be pumped into drums and hauled away. Easy mud (a polymer) and bentonite (clay) will be used to facilitate drilling. The maximum depth of boring for this plan is approximately 100 ft. After each boring operation, the bored hole on the ground will be plugged with either bentonite or cement slurry. For drilling in the creek, tarps will be placed underneath all vehicles and secured on all sides to prevent possible contamination from oil leak and slurry spill into the creek. In addition, an six-inch steel casing will be driven about 10 to 15 feet below the dredge line in order to confine the drill rod. The top of the casing will be attached to a steel tub, which is used to store and recycle the drilling fluid. At least 200 gallons of city water will be used for the first drilling to place the casing in the ground, which will be contained and disposed of offsite. The entire process will be completed within three weeks. Caltrans will use standard water quality and erosion control BMPs. Tree trimming will be required for the construction of access ramps.

Changes in environmental setting, e.g., new development affecting traffic or air quality;

None.

Changes in environmental circumstances, e.g., a new law or regulation; change in the status of a listed species.

None.

Changes to environmental impacts of the project, e.g., a new type of impact, or a change in the magnitude of an existing impact.

None.

Changes to avoidance, minimization, and/or mitigation measures since the environmental document was approved.

Potential impacts to California Tiger Salamander (CTS) habitat have been addressed under the previous Biological Opinion for the parent project. The drilling area will be surveyed for CTS presence by a qualified biologist before construction of access ramps to the creek, or drilling at sites 1, 4, 5, 6, and 7 as identified on the accompanying map sheet, may commence.

Caltrans Geotechnical Design must be in receipt of confirmation from the National Marine Fisheries Service, the California Department of Fish and Game, and the Regional Water Quality Control Board, or from the appropriate Caltrans Environmental office responsible for each agency's permit, that the existing permits for the parent project address boring and associate

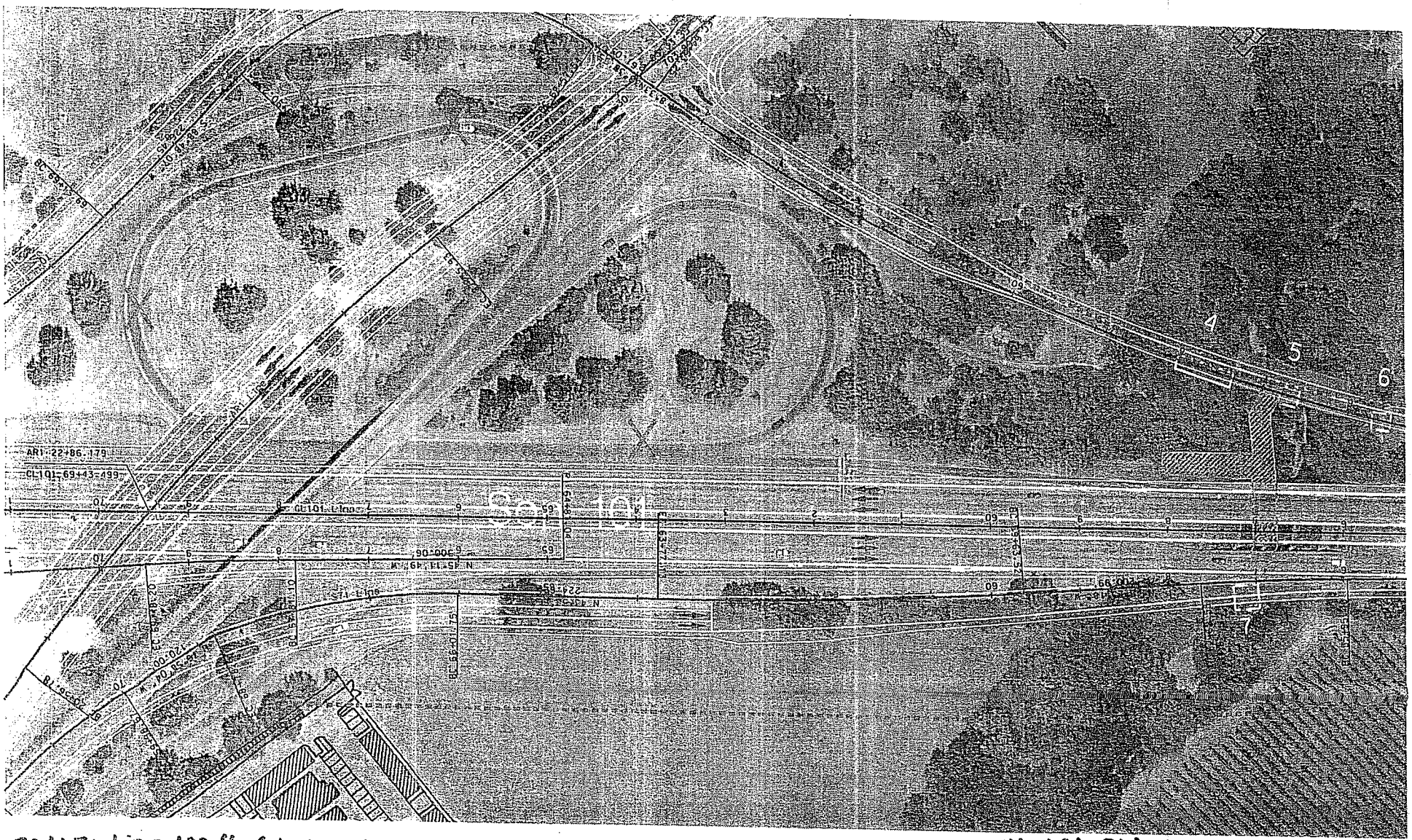
activities in the creek or on creek banks, before these activities in these locations may commence.

Caltrans Geotechnical Design will provide a copy of the final Geotechnical study and boring logs to Caltrans Office of Cultural Resources, attention Christopher Caputo (2-8709).

Changes to environmental commitments since the environmental document was approved, e.g., the addition of new conditions in permits or approvals. When this applies, append a revised Environmental Commitments Record (ECR) as one of the Continuation Sheets.

Although it can reasonably be assumed that the permits for the parent projects cover the boring activities Caltrans Geotechnical Design at creek and creek-side locations as proposed, confirmation is prudent. Documentation of confirmation shall be attached to this revalidation and kept in the project file.

Proposed Boring Locations

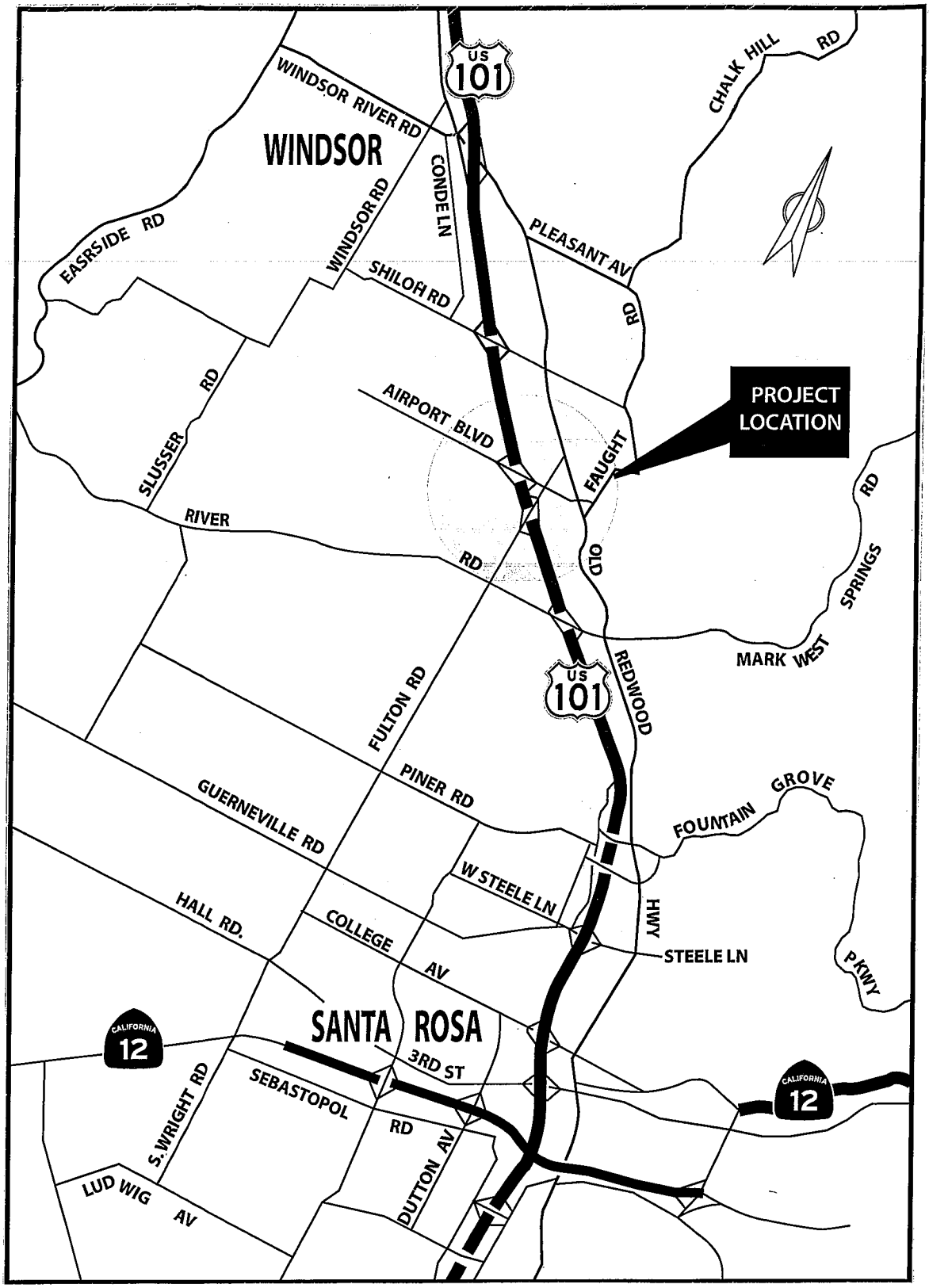


SCALE: 1 in = 100 ft (1:1,200)

Access Route to Borings in the Creek Channel
(~10-12ft wide, Not to scale)

SON-101 PM 25.0/27.0 Airport Blvd Vc

EA 04-3A230K



LOCATION MAP
Son-101-PM 25.6/26.9

ATTACHMENT B